

RAILKING

GAUGE
ONE-GAUGE TRAINS™



2010 ONE-GAUGE TRAINS & ACCESSORIES CATALOG

THE MOST TRUE TO SCALE, OPERATE ONE-GAUGE TRAINS

More than any other One-Gauge trains, M.T.H. RailKing® models capture the drama of mainline American railroading. Whether you're a garden railroader or prefer to operate indoors, the Proto-Sound 2.0 sound and control system built into every M.T.H. locomotive, as well as our optional DCS™ command control system, allow you to duplicate in miniature the sights and sounds of Class 1 American railroads.

TRUE TO SCALE

While One-Gauge manufacturers offer trains in a variety of scales, only 1:32 models such as the RailKing line are correctly proportioned to represent standard gauge American trains. Models built to 1:29 scale, for example, are slightly oversized for One-Gauge track.

RailKing 1:32 trains, however, are fully compatible with your existing equipment and can be intermixed with 1:29 and other One-Gauge models. RailKing engines and cars run on standard 2-rail 45mm DC-powered track systems, including the code 250 rail used by fine scale railroaders. All RailKing engines and cars are supplied with truck-mounted operating knuckle couplers, hook & loop couplers, and body mounting pads for Kadee couplers — so they can mate with virtually any other garden-sized train system.

REALISTIC

RailKing models don't just look like the real thing — they sound and perform like real trains. All RailKing locomotives feature CD-quality steam chuff or diesel



prime mover sounds, horn or whistle, bell, squealing brakes, and a host of other prototypical train sounds. Wherever possible, we have recorded the actual sounds of the engine we're modeling. Passenger locomotives feature accurate station announcements for the route traveled by the prototype; freight engines reproduce a symphony of freight yard sounds.

Our steam engines feature puffing smoke synchronized to the chuff sound and drive wheels, and our massive 2-8-8-8-2 Triplex even features a smoking whistle. In addition, RailKing engines have a full complement of lighting, including firebox glow on steam engines, for vivid nighttime running.*



REALISTIC, FUN TO YOU CAN BUY

FUN TO OPERATE

The features that make our trains dramatic and fun to operate are standard in all RailKing equipment — not costly options or add-ons. Our patented cruise control system allows you to throttle down to speeds as low as three scale mile per hour — and maintain that speed regardless of load, track curvature, or variations in terrain. When you just want to sit back and watch your trains run, cruise control ensures the throttle won't need your attention.

Every RailKing locomotive is also equipped for wireless handheld command control, using our optional Digital Command System (DCS).



Just like the prototype, you can double-head locomotives and add or drop helper engines. When you have guests, give each visitor a DCS handheld and let them control their own engine. Outdoor railroading doesn't get any more fun than this!

QUALITY

RailKing models are designed and built for the challenges of outdoor railroading. All locomotive and rolling stock bodies are molded in polycarbonate, a plastic engineered to endure extremes of heat and

cold and constant exposure to sunlight. We use only UV-resistant paint to protect our colors from fading. And every RailKing engine and car rolls on metal wheels and axles for smooth, long-lasting operation in any environment.

RAILKING® CAPTURES THE DRAMA OF MAINLINE AMERICAN RAILROADING

If you haven't already done so, we invite you now to turn the page and see for yourself what we have to offer. As always, we hope you'll find items in this catalog that will surprise and delight you, and help you enjoy this most wonderful of hobbies.

* Steam chuff, diesel prime mover sounds, brake sounds, atmospheric sounds, synchronized puffing smoke, lighting effects, and speed control operate with any DC or AC transformer. Whistle, horn, bell, station sounds, and remote uncoupling require an AC transformer with bell and whistle buttons, or the M.T.H. DCS system running on either DC or AC.

For a list of compatible DC and AC power supplies, go to www.railking1gauge.com and click on "Support/Service"



Every successful business traces its roots to humble beginnings. Along with successes come periods of struggle, setbacks and times of crisis that make achieving a milestone that much more satisfying. As we enter our 30th year in 2010, M.T.H. Electric Trains has indeed negotiated a number of obstacles on the path from a start-up, one-room operation to an industry leader with multiple product lines in multiple gauges.

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PROTO-SOUND® 2.0

THE RICHEST SET OF FEATURES IN MODEL RAILROADING

Whether you operate with a conventional DC or AC transformer, or in command mode with DCS™ (M.T.H.'s Digital Command System), the Proto-Sound® 2.0 system found in every locomotive in this catalog offers more realism, more fun, and more variety than any other locomotive control system in any scale.*

VIVID ENGINE SOUNDS

Proto-Sound features digital recordings with CD-quality playback. We strive to make our sounds as authentic as possible, using the characteristic whistle for a particular steam engine, for example, and the correct prime mover sound for each manufacturer's diesels. With the optional DCS system, you can tune each engine to your preference by individually adjusting bell, horn or whistle, and chuff or diesel motor volume.

STATION SOUNDS

Proto-Sound passenger engines offer Passenger Station Proto-Effects™, a complete arrival and departure sequence that you can activate from your AC transformer or DCS handheld. In most cases, the station sequence features an actual name train pulled by that particular engine. Freight engines include Freight Yard Proto-Effects, a symphony of freight terminal sounds.

ATMOSPHERIC SOUNDS

Crew conversations, the whoosh of a steam engine opening its cylinder cocks, and a host of other atmospheric sounds play automatically at random when using a conventional transformer — or can be activated manually from the DCS handheld.

EXTRAORDINARY SLOW SPEED CAPABILITY

Proto-Sound engines can throttle down as slow as three scale miles per hour, highball down the main line, and maintain any speed in between. In DCS mode you can set engine speed in one-

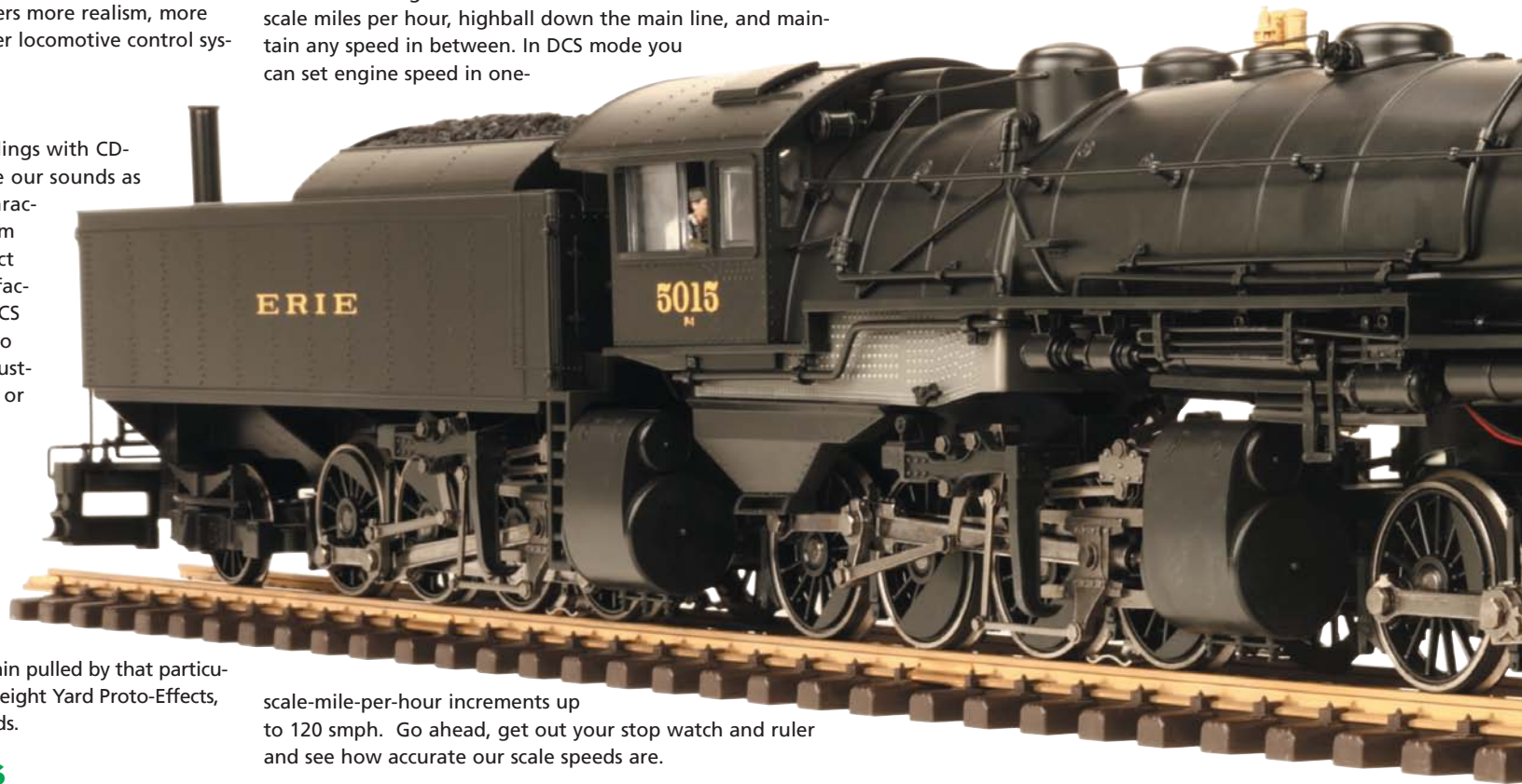
scale-mile-per-hour increments up to 120 smph. Go ahead, get out your stop watch and ruler and see how accurate our scale speeds are.

SPEED CONTROL

The Proto-Speed Control™ built into Proto-Sound 2.0 acts like the cruise control on a car, keeping your train moving at the speed you select, regardless of hills and curves. You can even switch off the speed control if you prefer.

MULTIPLE UNIT CAPABILITY

In DCS command mode, all locomotives set to the same speed — 37 scale miles per hour, for example — will move at virtually the same speed. This makes it easy to double or even triple-head nearly any combination of Proto-Sound 2.0 locomotives.



LIGHTING EFFECTS

Proto-Sound locomotives feature a variety of prototypical lighting effects. Depending on the locomotive, these may include constant-brightness headlights, illuminated number boards, marker lamps, firebox glow in steam locomotives, and operating Mars lights or oscillating ditch lights (where appropriate) on diesels. In DCS operation, many of these lighting effects can be individually controlled.

SYNCHRONIZED CHUFF AND PUFF

Like a real steam engine, M.T.H. steamers feature puffs of smoke and steam chuff sounds synchronized with the drive wheels. Better than any other model train, an M.T.H. locomotive portrays the drama of a steam engine slowly chuffing and puffing as it pulls out of a station and gets up to speed. And many M.T.H. diesels feature exhaust smoke output based on speed, just like the real thing!

BRAKE SOUNDS

Engine brakes squeal whenever you throttle back sharply or pull into a station. In DCS mode, you can trigger the brake sound with the Brake button on the DCS handheld.

REMOTE UNCOUPLING

Proto-Sound steam and diesel engines offer remote uncoupling anywhere on your layout, controlled from your AC transformer or DCS remote. The opening of the coupler is accompanied by the hiss of air hoses parting and the clank of the coupler knuckle opening.

GREAT SMOKE

Proto-Sound steam engines and diesels feature fan-driven ProtoSmoke™, the most powerful smoke system in the hobby. You can vary the intensity with the smoke "volume" control on the locomotive or remotely with a DCS handheld.

COMMAND CONTROL

Add the M.T.H. Digital Command System (DCS) to your railroad and enjoy the command control capability built into every Proto-Sound 2.0 locomotive. Operate up to 99 engines on the same track at the same time with individual control over each engine. For more information on command control and DCS, see the next page or go to www.protosound2.com.

UPDATED ENGINE FEATURES

Using a DCS system, any Proto-Sound 2.0 engine can be updated with new sounds or features without ever taking the engine apart or even off the track. Simple downloads of new Proto-Sound sound sets from the M.T.H. Web site mean your engine will never be obsolete. It can change from a passenger loco to a freight loco or get a new whistle or horn in just minutes.

BI-DIRECTIONAL COMMUNICATION

Proto-Sound 2.0 engines not only receive commands from the DCS system, they can report back vital information, trigger other devices to operate, and diagnose your layout's wiring and signal quality. Imagine querying a Proto-Sound 2.0 locomotive to find out how many scale miles it's run or how many hours it's been powered up. How about checking out the strength of the DCS signal on the track or measuring the track voltage at a trouble spot? What about learning how long your track is in scale miles? All of this is possible today, but only in a Proto-Sound 2.0 equipped locomotive when operated using the DCS Digital Command System.

** Steam chuff, diesel prime mover sounds, brake sounds, atmospheric sounds, synchronized puffing smoke, lighting effects, and speed control operate with any DC or AC transformer. Whistle, horn, bell, station sounds, and remote uncoupling require an AC transformer with bell and whistle buttons, or the M.T.H. DCS system running on either DC or AC.*



SIMPLY TO RUN

THIS REMOTE IS **SIMPLE**.

IT SPEAKS **ENGLISH,**
NOT ICONS.

IT CAN BE **OPERATED**
EASILY WITH ONE HAND.

IT CAN BE
UPGRADED FOR FREE
OVER THE INTERNET.

It can run over 1000* One-Gauge, O Gauge, and HO Gauge Proto-Sound 2.0 and 3.0 locomotives — and run 99 of them in the scale of your choice at the same time, on the same track, independently, in command mode.

With the addition of an Accessory Interface Unit (AIU), it can **OPERATE ANY ACCESSORY OR SWITCH**. It can create scenes and routes that are triggered with one push of a button.

WHAT CAN YOUR REMOTE DO?

* Number of different Proto-Sound® 2.0 engines cataloged through the 2010 RailKing One Gauge Catalog.

Remote Shown Actual Size

THE BEST WAY A RAILROAD™

Command Control Explained

In conventional operation, an AC or DC transformer varies track voltage to adjust engine speed and direction. Command systems such as DCS, however, put a constant voltage on the track (around 18 volts for DCS) and vary speed by telling each engine how much of that voltage to use. Command control allows different engines to do different things — like run at different speeds, go in different directions, or make different sounds — even when they are on the same track.

In the DCS system, commands such as speed, direction, and sound control are sent as radio signals from the handheld throttle to a TIU (track interface unit). The TIU translates those radio signals into digital information that is sent through the rails and picked up by a receiver in the appropriate engine — telling it to go, for example, 37 miles per

hour, blow the whistle, smoke more heavily, or any other command. DCS locomotives can also send information back to the handheld to let the operator know what they're doing.

LEARN MORE ABOUT IT



Try It at your local DCS Demo Center

Request a Complimentary DVD on DCS and M.T.H. technology. Log On to the DCS Web site, www.protosound2.com

Take your favorite Proto-Sound 2.0 or 3.0 engine to any DCS demo center and experience the additional features your engine has with DCS control. To find your nearest demo center or request your complimentary DVD, visit www.mthtrains.com.

DCS COMMANDER: Get into DCS on a budget

Ideal for small layouts running two or three Proto-Sound 2.0 locomotives**. Learn more about it in the 2009 RailKing Train Set catalog — or use our online Product Search feature to see more information and read the instruction manual.



DCS Commander System
w/100-Watt Power Supply
50-1029 \$229.95

**Requires Proto-Sound 2.0 locomotives with onboard 3-volt system, which can be identified by their square battery-charging jack; see the operator's manual for exact jack location.

Also available:
DCS Commander Controller (w/o power supply)
50-1028 \$149.95

INTUITIVE MENUS ALLOW YOU TO
PROGRAM, SELECT, AND
CONTROL ENGINES, SWITCHES,
AND ACCESSORIES.

1 Go to the engine setup menu

► ADD ENGINE
EDIT ENGINE
DELETE ENGINE
MENU:ENGINE SETUP

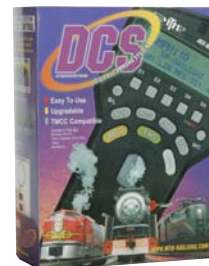
2 Choose your engine type

► ADD MTH ENGINE
ADD TMCC ENGINE
MENU:ADD ENGINE

3 DCS will "look" for Proto-Sound® or TMCC command-equipped engines on your layout. When it finds one, it adds it onto your remote and tells you when it's done.

CONGRATULATIONS
YOU SUCCESSFULLY
ADDED AN MTH ENGINE

SMPH: 10
1: PRR S1
MTC SCS S01 LIN →



DCS Remote Control System
(Contains Handheld and TIU)
50-1001 \$299.95



DCS Remote Control - Handheld Unit
50-1002 \$149.95



DCS Track Interface Unit (TIU)
50-1003 \$179.95



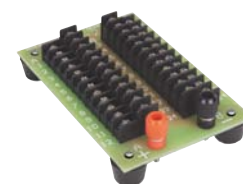
DCS Accessory Interface Unit (AIU)
50-1004 \$99.95



Proto-Sound 2.0 Battery Charger
50-1019 \$14.95



6' Mini-to-Mini Cable
50-1009 \$9.95



24-Port Terminal Block
50-1020 \$29.95



TIU/Barrel Jack Adapter Cable
50-1017 \$9.95

12-Port Terminal Block
50-1014 \$19.95

Proto-Sound Battery
50-1008 \$9.95



AA NiCad Proto-Sound® Battery
50-1024 \$9.95



DCS Companion \$12.95
168-page illustrated guide
available as PDF download



Video Guide To DCS - DVD
60-1191 \$19.95

ANATOMY OF A RAILKING LOCOMOTIVE

RailKing One-Gauge locomotives, like the General Electric Dash-8 diesel shown here, are as detailed as we can reasonably make them, and feature a large number of added-on details. Look closely at any RailKing model and you'll find a combination of prototype accuracy, rugged construction, fun-to-operate features, and smooth, dependable performance that is unmatched by any other manufacturer.

See-Through Metal Grilles

**Supplied With
Optional Fixed Pilots**

(not shown) for
Additional Realism
(requires larger
8' diameter curves)

**See-Through Safety
Tread on End Steps**

**Two Powerful
Flywheel-Equipped
Motors**

Metal Handrails

**Traction Tires for
Additional Pulling Power**

**Legible Warning
Placards**

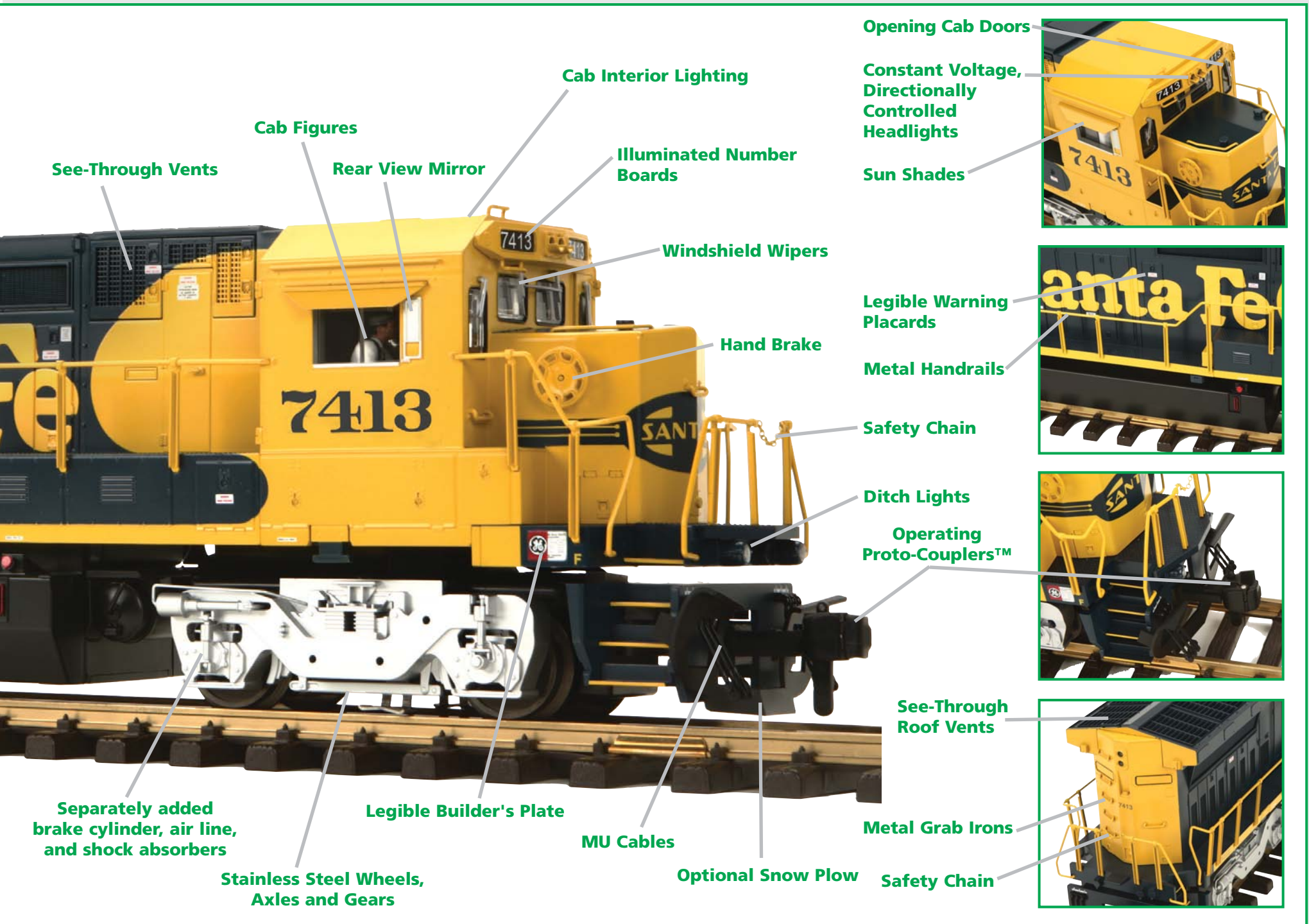
Authentic Paint Scheme

**Operating
Proto-Smoke® System**

**Detailed Metal
Multi-Chime Horn**

Indoor/Outdoor Use
thanks to a polycarbonate
plastic body.





TRIPLEX STEAM ENGINE



FEATURES

- Detailed Polycarbonate Boiler and Tender Body
- Die-Cast Metal Chassis
- Authentic Paint Scheme
- Stainless Steel Wheels and Axles
- Constant Voltage Headlight
- Detailed Truck Sides
- (2) Precision Flywheel Equipped Motors
- Engineer and Fireman Figures
- Operating Firebox Glow
- Metal Handrails and Bell
- Metal Whistle
- Supplied with Remote Controlled Proto-Coupler™, Hook & Loop Coupler, and Drilled Mounting Pad for Kadee Coupler
- Operating Marker Lights
- Lighted Cab Interior
- Synchronized Puffing ProtoSmoke™ System In Boiler & Tender
- Locomotive Speed Control
- Quillable Smoking Whistle
- Numerous Added-On Details Including Piping, Ladders, Builder's Plates, Air Pumps, and Metal Bell, Whistle, and Handrails
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects™
- Unit Measures: 41" x 6 3/8" x 4 1/2"
- Operates On R3 Curves



Erie - 2-8-8-8-2 Triplex Steam Engine (Russian Iron Boiler)
70-3022-1 w/Proto-Sound 2.0 \$1299.95



Erie - 2-8-8-8-2 Triplex Steam Engine
70-3023-1 w/Proto-Sound 2.0 \$1299.95

**ADD ERIE HOPPER CARS
& A CABOOSE!**

See Pages 35 & 41



SEE AND HEAR 'EM IN
ACTION
ON THE WEB

**SMOKING PLAYABLE
WHISTLE!**



Virginian - 2-8-8-8-2 Triplex Steam Engine
70-3024-1 w/Proto-Sound 2.0 \$1299.95

P. T. Barnum would have loved the Triplex. It was an engine of superlatives: more drivers than anything before or since, too big for the shops of its owner, the Erie Railroad, powerful enough to pull a train nearly five miles long. Ninety years ago, in the days before multiple-unit control allowed one throttle to control several locomotives, the Triplex was the ultimate attempt to put as much power as possible in the hands of a single engineer. In the end, it proved a noble, flamboyant, but less-than-successful experiment.

Baldwin Locomotive Works built three triplexes between 1914 and 1916 for pusher service on the Erie Railroad's daunting Susquehanna Hill (also known as Gulf Summit) near Deposit, N.Y. The cylinders of the Triplex's middle engine were powered by high pressure steam

direct from the boiler, while the front and rear engines used low pressure steam exhausted from the middle cylinders.

Each triplex replaced three ordinary helper engines, and the new locomotives worked well enough to stay on the Erie roster for more than a decade. But the design proved a bit over the top and only one more Triplex was ever built, for the Virginian Railway. Even with their huge boilers, the locomotives could only make enough steam to go 10 mph. One reason was poor draft in the firebox, because only the front cylinders exhausted through the smokebox and created draft; the rear cylinders exhausted through a separate smokestack on the tender. Another inherent problem with the design was that traction

from the rear engine decreased as the boiler used coal and water and the tender got lighter.

Our RailKing One Gauge Triplex recreates the sound, the smoke, and the flamboyance of the original design — but runs much better than the prototype ever did. Only M.T.H. engineering could make such a complex model run smoothly and steadily at speeds from a barely perceptible crawl to wide-open throttle. And our unique quillable smoking whistle, when operated with the M.T.H. DCS system, allows you to "play" the whistle just like a real engineer plays the whistle cord. Add the Triplex to your roster and experience the sheer visual drama of one of the grand experiments in early twentieth century heavy machinery.

4-6-4 J3a HUDSON STEAM ENGINE



FEATURES

- Detailed weather-resistant polycarbonate boiler and tender body
- Weather-resistant, Authentic Paint Scheme
- Indoor/Outdoor Use
- Stainless Steel Wheels and Axles
- Supplied with operating Proto-Coupler™, hook & loop coupler, and drilled mounting pad for Kadee coupler
- Lighted Number Boards
- Constant Voltage Locomotive Headlight
- Precision Flywheel-Equipped Motor
- Engineer and Fireman Figures
- Operating Firebox Glow
- Numerous Added-On Details Including Piping, Ladders, Front End Throttle, Builder's Plates, Air Pumps, and Metal Bell, Whistle, and Handrails
- Synchronized Puffing ProtoSmoke™ System
- Operating Tender Back-up Light
- 1:32 Scale Proportions
- Locomotive Speed Control
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 39" x 4 1/8" x 5 1/2"
- Operates On R2 Curves



Pere Marquette - 4-6-4 J3a Hudson Steam Engine
70-3020-1 w/Proto-Sound 2.0 \$799.95



Santa Fe - 4-6-4 3460 Class Steam Engine
70-3025-1 Proto-Sound 2.0 \$799.95



Unlettered - 4-6-4 J3a Hudson Steam Engine
70-3021-1 w/Proto-Sound 2.0 \$799.95



New York Central - 4-6-4 J3a Hudson Steam Engine
70-3019-1 w/Proto-Sound 2.0 \$799.95

In *Thoroughbreds*, Alvin Stauffer and Edward May's definitive book on the New York Central Hudsons, Al summarizes the attraction of this engine in a few perhaps-biased but nonetheless eloquent words: "The Hudsons had it all: looks, performance, and timing. ... The forte of all Hudsons was power at speed.... That the NYC Hudson was the first of her wheel arrangement in the United States matters not nearly as much as what she hauled and how she hauled it. The Hudsons were designed to haul the Great Steel Fleet on the Water Level Route [the NYC's raceway from New York to Chicago, home of the 20th Century Limited and the Empire State Express, and the bane of rival Pennsylvania Railroad, whose route lay over the Allegheny Mountains]. The Hudsons were a New York Central phenomenon. They were a special machine for that special road. They were synonymous with the best. They were the best."

The J3a "Super Hudsons" were the last and finest of the breed, with nearly 20% more horsepower than the earlier J1's and roller bearings on all wheels. Delivered in 1937 and 1938, the fifty J3a's also represented the largest single steam engine order in the depths of the Great Depression.

Our 1:32 scale model of this famous engine exemplifies the best in today's One-Gauge locomotives. Relive the drama of the original Hudsons with synchronized puffing smoke and a full range of authentic steam sounds. A powerful flywheel-equipped motor and twin traction tires ensure the RailKing Hudson duplicates the magnificent performance of the New York Central original.

VO-1000 DIESEL



FEATURES

- Intricately Detailed Polycarbonate Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Detailed Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Stainless Steel Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers™
- (2) Precision Flywheel-Equipped Motors
- Locomotive Speed Control
- (2) Cab Figures
- Lighted Cab Interior
- Illuminated Number Boards
- Spinning Roof Fans
- Metal Body Front Grilles
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 18 5/16" x 5 7/16" x 3 11/16"
- Operates On R1 Curves



New York Central - VO-1000 Diesel
70-2045-1 Proto-Sound 2.0 \$429.95



Union Pacific - VO-1000 Diesel
70-2048-1 Proto-Sound 2.0 \$429.95



Seaboard Coast Line - VO-1000 Diesel
70-2050-1 Proto-Sound 2.0 \$429.95

The Baldwin Locomotive Works had been building steam engines for a century before it sold its first production diesel in 1937. While most of Baldwin's diesels were ultimately disappointments to its customers, the engines' unique looks won the hearts of American railfans and modelers. Nothing else on rails looked like the baby-faced 24-wheeled Centipedes or the Raymond Loewy-styled Sharknoses. The distinctive VO-1000, perhaps the most muscular looking of all first-generation diesel switchers, was Baldwin's most successful product. The U.S. military and over 30 class one railroads bought 548 copies of the 1000 hp. engine between 1939 and 1946.

All Baldwin diesels were powered by variations of the same De La Vergne diesel motor. Acquired by Baldwin in 1931, the De La Vergne Engine Company had started life in 1880 making mechanical refrigeration machines for breweries. Its power plant for Baldwin's locomotives was rather unique among diesels of its time. In order to make the fuel burn slower and give their 4-cycle engine a longer power stroke, De La Vergne's designers used massive cylinders more than a foot in diameter and added a separate combustion chamber above each cylinder. To allow the fuel more time to burn, they ran the engine at a maximum speed of 625 rpm — just over half the speed of most competitive diesels. In the October 1936 issue of Baldwin Locomotives Magazine, the company claimed that "slow combustion gives low fuel consumption, absence of smoke, quick pick-up, and smooth idling."

Ultimately the massive De La Vergne motor proved to be both a blessing and a curse. Teamed up with equally heavy-duty traction motors supplied by Westinghouse, Baldwin's prime mover found its niche in low-speed lugging assignments, which it handled relatively well. But those were just the types of assignments in which crews tended to abuse equipment and push an engine to its limits. As a result, Baldwin engines eventually developed a reputation for high maintenance costs. The VO-1000 switcher, with its normally aspirated 8-cylinder engine, was actually one of Baldwin's most dependable locomotives, and many served for decades. The turbocharged models that succeeded the VO-1000, however, were plagued with problems that included excessive piston wear. By 1956 it was clear that Baldwin was no longer a contender in the diesel business, and the nation's oldest locomotive builder threw in the towel.

Relive the excitement and variety of the early diesel years with the RailKing VO-1000. Thanks to Proto-Sound 2.0, our model features authentic Baldwin prime mover sounds and the ability to duplicate the low-speed lugging power of its prototype — as well as the ability to hustle along virtually as fast as you care to run it.

VO-1000 DIESEL



Santa Fe - VO-1000 Diesel
70-2046-1 Proto-Sound 2.0 \$429.95



Reading - VO-1000 Diesel
70-2049-1 Proto-Sound 2.0 \$429.95



Pennsylvania - VO-1000 Diesel
70-2047-1 Proto-Sound 2.0 \$429.95



Northern Pacific - VO-1000 Diesel
70-2067-1 Proto-Sound 2.0 \$429.95



Great Northern - VO-1000 Diesel
70-2065-1 Proto-Sound 2.0 \$429.95



Western Maryland - VO-1000 Diesel
70-2051-1 Proto-Sound 2.0 \$429.95



Coors - VO-1000 Diesel
70-2064-1 Proto-Sound 2.0 \$429.95

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Harley-Davidson® - VO-1000 Diesel
70-2066-1 Proto-Sound 2.0 \$429.95



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Southern - VO-1000 Diesel
70-2068-1 Proto-Sound 2.0 \$429.95



Budweiser - VO-1000 Diesel
70-2063-1 Proto-Sound 2.0 \$429.95

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Baltimore & Ohio - VO-1000 Diesel
70-2070-1 Proto-Sound 2.0 \$429.95



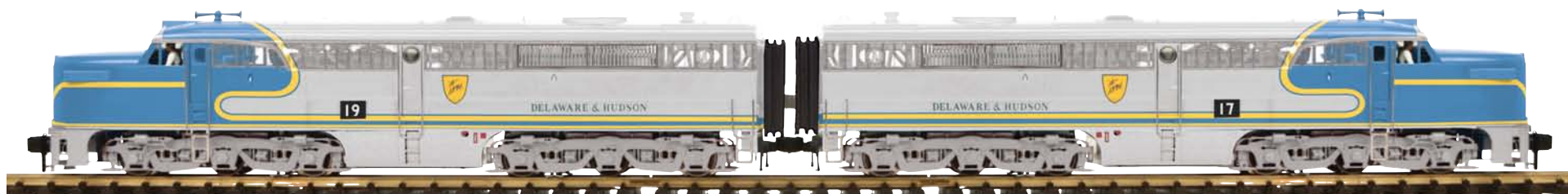
Southern Pacific - VO-1000 Diesel
70-2069-1 Proto-Sound 2.0 \$429.95

ALCO PA DIESEL



A-A SET FEATURES

- (2) Remotely Controlled Proto-Couplers™
- Metal Chassis
- Illuminated Number Boards
- Directionally Controlled Headlights
- Detailed Truck Sides, Pilots and Fuel Tank
- Authentic Paint Scheme
- Metal Handrails and Horn
- Lighted Marker Lights
- Spinning Roof Fans
- Metal Body Side Grilles
- Intricately Detailed Polycarbonate Bodies
- Stainless Steel Wheels, Axles and Gears
- (2) Precision Flywheel-Equipped Motors In Each A Unit
- Lighted Cab Interiors
- (2) Engineer Cab Figures In Each A Unit
- (2) Operating Smoke Units
- Locomotive Speed Control
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Unit Measures: 48 11/16" x 5 5/8" x 3 7/8"
- Operates On R2 Curves



Delaware & Hudson - Alco PA A-A Diesel Set (4 Motors)

70-2034-1 Proto-Sound 2.0 \$699.95

70-2034-3 Non-Powered B-Unit \$199.95



The PA was Alco's glamour girl. While Electro-Motive's E-units easily beat Alco's passenger engine in terms of popularity, the PA is widely regarded as the most beautiful first-generation diesel — period. Perhaps no other locomotive looked so right at the head of the streamlined trains of the late forties and fifties that were the last hurrah of American long-distance passenger service. The 294 PA's and cabled PB's built between 1946 and 1953 powered some of America's most famous name trains, from the Pennsylvania's Broadway Limited to the New Haven's Merchants' Limited.

The muscular PA profile and its elegant nose with the characteristic grille around the headlight were designed by Ray Patten of General Electric. At the time, GE and Alco were partners in the locomotive business, with GE making the electrical equipment for all Alco diesels. While Alco

would later fall by the wayside, GE went on to become America's largest locomotive builder by the early 1990's.

Under the hood of the PA beat a 16-cylinder model 244 prime mover that developed 2000 hp. Depending on their gearing, PA's could hustle a passenger consist along at up to 100 mph.

Long after all other PA's had gone to scrap, four restored ex-Santa Fe units remained in service on the Delaware & Hudson into the late 1970's. Sold to the Ferrocarriles Nacionales de Mexico (FNM) in 1978, most of the units eventually deteriorated to junk status, although one remained operational. But in April of 2000, Doyle McCormack — who also happens to be the engineer of 4449, the restored Southern Pacific Daylight — and the Smithsonian Institution repatriated two of the junked

units for rebuilding. One of the units will be restored to Santa Fe livery for static display, while Doyle is bringing the other PA back to life in the Nickel Plate Road "Bluebird" scheme. You can follow the progress of Doyle's labor on the Web site www.nkp190.com.

Recreate the excitement of first-class passenger travel with RailKing One Gauge Alco PA locomotives and matching passenger sets. Our Proto-Sound® 2.0 sound and control system brings you the authentic sounds of an Alco prime mover and station announcements for name trains of the 1940s and '50s — along with the ability to start your train so gently you won't spill the water in the diner and then accelerate up to scale speeds of over 100 mph, just like the prototype.



ALCO PA DIESEL

**ADD A SET OF MATCHING
PASSENGER CARS!**

See Pages 42 - 45



Santa Fe - Alco PA A-A Diesel Set (4 Motors)
70-2033-1 Proto-Sound 2.0 \$699.95
70-2033-3 Non-Powered B-Unit \$199.95

Santa Fe - Alco PA A-Unit Diesel
70-2081-1 Proto-Sound 2.0 \$429.95
70-2081-4 Non-Powered A-Unit \$249.95



New Haven - Alco PA A-A Diesel Set (4 Motors)
70-2035-1 Proto-Sound 2.0 \$699.95
70-2035-3 Non-Powered B-Unit \$199.95



Pennsylvania - Alco PA A-A Diesel Set (4 Motors)
70-2036-1 Proto-Sound 2.0 \$699.95
70-2036-3 Non-Powered B-Unit \$199.95

Pennsylvania - Alco PA A-Unit Diesel
70-2082-1 Proto-Sound 2.0 \$429.95
70-2082-4 Non-Powered A-Unit \$249.95



Union Pacific - Alco PA A-A Diesel Set (4 Motors)
70-2039-1 Proto-Sound 2.0 \$699.95
70-2039-3 Non-Powered B-Unit \$199.95

Union Pacific - Alco PA A-Unit Diesel
70-2085-1 Proto-Sound 2.0 \$429.95
70-2085-4 Non-Powered A-Unit \$249.95





1947 American Freedom Train - Alco PA A-Unit Diesel
70-2086-1 Proto-Sound 2.0 \$429.95



Rio Grande - Alco PA A-A Diesel Set (4 Motors)
70-2037-1 Proto-Sound 2.0 \$699.95
70-2037-3 Non-Powered B-Unit \$199.95

Rio Grande - Alco PA A-Unit Diesel
70-2083-1 Proto-Sound 2.0 \$429.95
70-2083-4 Non-Powered A-Unit \$249.95



Southern Pacific - Alco PA A-A Diesel Set (4 Motors)
70-2038-1 Proto-Sound 2.0 \$699.95
70-2038-3 Non-Powered B-Unit \$199.95

Southern Pacific - Alco PA A-Unit Diesel
70-2084-1 Proto-Sound 2.0 \$429.95
70-2084-4 Non-Powered A-Unit \$249.95



New York Central - Alco PA A-Unit Diesel
70-2087-1 Proto-Sound 2.0 \$429.95
70-2087-3 Non-Powered B-Unit \$199.95
70-2087-4 Non-Powered A-Unit \$249.95



EMD F-3 & F-7 DIESELS



A-A SET FEATURES

- Directionally Controlled Headlights
- Stainless Steel Wheels, Axles and Gears
- Detailed Truck Sides, Pilots and Fuel Tank
- Colorful Paint Scheme
- Metal Chassis
- Metal Handrails and Horn
- Illuminated Number Boards
- Lighted Marker Lights
- Metal Body Side Grilles
- Spinning Roof Fans
- (1) Operating Proto-Coupler
- (2) Precision Flywheel-Equipped Motors In Each A-Unit
- Lighted Cab Interiors
- (2) Operating Smoke Units
- Intricately Detailed Polycarbonate Bodies
- Locomotive Speed Control
- (2) Engineer Cab Figures In Each A Unit
- Proto-Sound 2.0 With The Digital Command System Featuring: Passenger Station Proto-Effects™
- Unit Measures: 39" x 3 3/4" x 5 1/4"
- Operates On R2 Curves



Northern Pacific - F-7 Diesel A-A Set (4 Motors)

70-2042-1 Proto-Sound 2.0 \$699.95

70-2042-3 Non-Powered B-Unit \$199.95



Santa Fe - F-7 Diesel A-A Set (4 Motors)

70-2043-1 Proto-Sound 2.0 \$699.95

70-2043-3 Non-Powered B-Unit \$199.95



Canadian National - F-7 Diesel A-A Set (4 Motors)

70-2040-1 Proto-Sound 2.0 \$699.95

70-2040-3 Non-Powered B-Unit \$199.95



The F-7 was the zenith of the "covered wagon," or carbody-style diesel. With 3,849 units built between 1949 and 1953, the F-7 was both the most popular carbody diesel and its last hurrah. By 1954 U.S. railroads had virtually stopped ordering F-units in favor of hood units like EMD's GP9 and Alco's RS-3. The side walkways of hood units offered better access for maintenance and better visibility for backup moves, making them truly universal locomotives useful for both mainline runs and road switching.

The F-unit, however, was, in *Trains* magazine editor David P. Morgan's words, "the diesel that did it" — retired the steam engine and changed railroading forever. The F-unit and its contemporaries were also the first standardized locomotive designs bought by American railroads since USRA steam engines. Whereas the steam engines of most railroads had a distinctive and easily-recognized "look," F-units were the same everywhere. But they had one great visual advantage over steam: their flat sides were like rolling billboards. Artists at EMD and the railroads responded with distinctive color schemes and, for the first time since the late 1800's, American locomotives became a riot of color in the postwar era.

Externally, the F-7 was very similar to the earlier F-3. The key spotting features that distinguished an F-7 were its stainless steel upper body grilles that replaced the "chicken wire" worn by most F-3s, and the rooftop dynamic brake fan that replaced the F-3's rectangular roof vents just behind the cab. Internally, the F-7 was also an evolution of the F-3. While horsepower was the same, new D27 traction motors allowed the F-7 to handle a heavier load.

Relive the sights, sounds, and drama of postwar railroading with these detailed 1:32 scale models. Throttle down to speeds as low as 3 scale miles per hour with any load, or roll along at the prototype's maximum speed of 102 mph with passenger gearing. Proto-Sound 2.0 offers authentic EMD 567 prime mover sounds, a first-generation diesel horn and bell, crew and station sounds, and adjustable smoke volume. The RailKing F-7 features the same level of superb detailing that characterizes our F-3, with added-on details that include legible builder's plates, grab irons, multiple-unit hoses, rooftop lift rings, see-through rooftop fans, steam generator exhaust stack (for passenger car heating), windshield wipers, and trucks with separately-applied spring hangers, brake cylinders, and air pipes. As with the F-3, each A-unit is supplied with two sets of pilots: a fully-detailed pilot with narrow coupler opening for wide-radius curves, and a less-detailed pilot with wide coupler opening for operation on tighter curves.

F-3 & F-7 DIESELS



Great Northern - F-7 Diesel

70-2091-1	Proto-Sound 2.0 A-Unit	\$429.95
70-2091-3	Non-Powered B-Unit	\$199.95
70-2091-4	Non-Powered A-Unit	\$249.95



Union Pacific - F-7 Diesel

70-2090-1	Proto-Sound 2.0 A-Unit	\$429.95
70-2090-3	Non-Powered B-Unit	\$199.95
70-2090-4	Non-Powered A-Unit	\$249.95



Santa Fe - F-7 Diesel

70-2088-1	Proto-Sound 2.0 A-Unit	\$429.95
70-2088-3	Non-Powered B-Unit	\$199.95
70-2088-4	Non-Powered A-Unit	\$249.95



M&M'S® - F-7 Diesel

70-2080-1	Proto-Sound 2.0 A-Unit	\$429.95
70-2080-3	Non-Powered B-Unit	\$199.95
70-2080-4	Non-Powered A-Unit	\$249.95



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Southern Pacific - F-7 Diesel

70-2089-1	Proto-Sound 2.0 A-Unit	\$429.95
70-2089-3	Non-Powered B-Unit	\$199.95
70-2089-4	Non-Powered A-Unit	\$249.95



Western Pacific - F-3 Diesel A-A Set (4 Motors)

70-2012-1	Proto-Sound 2.0	\$699.95
70-2012-3	Non-Powered B-Unit	\$199.95



GE DASH-8 DIESEL



FEATURES

- Detailed Polycarbonate Body
- Authentic Paint Scheme
- Constant Voltage Directionally Controlled Headlights
- (2) Precision Flywheel-Equipped Motors
- Detailed Cab Interior
- Metal Handrails and Horn
- Opening Cab Doors
- Operating ProtoSmoke System
- Cab Interior Lighting
- Indoor/Outdoor Use
- (2) Remotely Controlled Proto-Couplers
- (2) Uninstalled Hook & Loop Couplers
- Locomotive Speed Control In Scale MPH Increments
- Stainless Steel Wheels, Axles and Gears
- (2) Engineer Cab Figures
- Illuminated Number Boards
- Ditch Lights
- Proto-Sound 2.0 With The Digital Command System Featuring Freight Yard Proto-Effects
- Unit Measures: 29" x 3 3/4" x 5 7/8"
- Operates On R1 Curves
- Supplied With Optional Fixed Pilots (not shown) for Additional Realism (requires larger 8' diameter curves)



Santa Fe - Dash-8 Diesel (Narrow Nose/4-Wheel Truck)
70-2076-1 Proto-Sound 2.0 \$429.95



Santa Fe - Dash-8 Diesel (6-Wheel Truck)
70-2074-1 Proto-Sound 2.0 \$429.95



BNSF - Dash-8 Diesel (Narrow Nose/4-Wheel Truck)
70-2079-1 Proto-Sound 2.0 \$429.95



Conrail - Dash-8 Diesel (Narrow Nose/4-Wheel Truck)
70-2077-1 Proto-Sound 2.0 \$429.95



CSX - Dash-8 Diesel (Narrow Nose/4-Wheel Truck)
70-2078-1 Proto-Sound 2.0 \$429.95



BNSF - Dash-8 Diesel (6-Wheel Truck)
70-2072-1 Proto-Sound 2.0 \$429.95



Norfolk Southern - Dash-8 Diesel (6-Wheel Truck)
70-2073-1 Proto-Sound 2.0 \$429.95



Union Pacific - Dash-8 Diesel (6-Wheel Truck)
70-2075-1 Proto-Sound 2.0 \$429.95

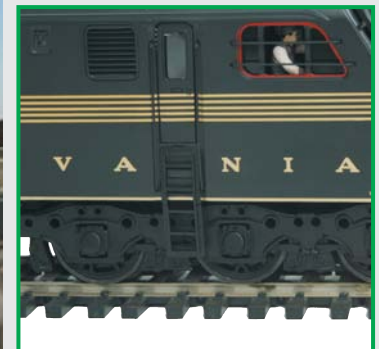
In the late 1980s, as General Electric and General Motors' Electro-Motive Division engaged in heated competition (that continues today) for market share in the high horsepower category, GE announced the Dash-8 class of diesel locomotives. Although the first demonstrator version had only 3,200 hp, most of the Dash-8s had 4,000 hp when delivered. Because GE builds its diesel locomotives in five modules, it was able to customize its Dash-8s for each buyer to an unusual degree. Some railroads ordered their Dash-8s with the conventional narrow cabs, while other opted for the wider safety or comfort cabs. Some Dash-8s have 4-wheel trucks, and others have 6-wheel trucks. All this variety means that these diesels, which were designed for fast freight duty, were also well suited for Amtrak's passenger service. Despite their many differences, all Dash-8s share microprocessor control. The microprocessor, a small computer, regulates rpm, fuel injection volume, generator excitation, and many other operational features to make the engines run more efficiently than any diesel before them.

M.T.H. is proud to make this rugged American prototype available to garden railroaders in a variety of roadnames in both narrow nose and comfort cab versions. These highly detailed 1:32 scale models provide realistic operation and the long list of features shown.

Did You Know?

The microprocessor in the Dash-8 prototype recognizes if the engine is overheating while in a tunnel, as opposed to a malfunction on the open rails, and allows it to keep operating at full power for ten minutes, so the crew doesn't find itself stranded in a tunnel.

GG-1 ELECTRIC



FEATURES

- Directionally Controlled Headlights
- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels, Axles and Gears
- Automatic Operating Pantographs
- Die-Cast Metal Truck Sides & Pilots
- (2) Remotely Controlled Proto-Couplers™
- Authentic Paint Scheme
- Die-Cast Metal Chassis
- (2) Precision Flywheel-Equipped Motors
- Lighted Cab Interior
- Illuminated Number Boards
- Bi-Directional Lighted Marker Lights
- Locomotive Speed Control in Scale MPH Increments
- (2) Engineer Cab Figures
- Operating Smoke Unit
- Operates On AC or DC Power
- Proto-Sound 2.0 With The Digital Command System Featuring Passenger Station Proto-Effects

- Unit Measures: 28 3/4" x 5 7/8" x 3 7/8"
- Operates On R2 Curves



Pennsylvania (Brunswick Green 5 Stripe)
GG-1 Electric Engine
70-5001-1 Proto-Sound 2.0 \$799.95



Pennsylvania (Brunswick Green Single Stripe)
GG-1 Electric Engine
70-5002-1 Proto-Sound 2.0 \$799.95

Pennsylvania (Silver Solid Red Stripe)
GG-1 Electric Engine
70-5003-1 Proto-Sound 2.0 \$799.95



Amtrak
GG-1 Electric Engine
70-5006-1 Proto-Sound 2.0 \$799.95

AUTOMATIC PANTOGRAPH RAISES & LOWERS DIRECTIONALLY!

Pennsylvania (Tuscan Single Stripe)
GG-1 Electric Engine
70-5005-1 Proto-Sound 2.0 \$799.95



Pennsylvania (Tuscan 5 Stripe) - GG-1 Electric Engine
70-5004-1 Proto-Sound 2.0 \$799.95

If there were a Locomotive Hall of Fame, the Pennsylvania Railroad GG-1 would surely be one of the first inductees. Built from 1934 through 1943, the GG-1s' stats were superior to virtually any locomotive of their era, and they still look impressive today. Horsepower: 4,620. Short-term horsepower (available for starting a heavy train): 8,500. Top speed in regular service (with 18 Pullmans in tow): 90-100 mph. Acceleration: zero to 100 in 65 seconds, faster than almost any steam locomotive. Fleet size: 139 engines, more than any other American electric fleet. Service life: Forty-nine years in regular mainline service, 1935-1983, more than any other American locomotive design. Many GG-1s racked up more than five million miles.

Early in the twentieth century, the Pennsylvania Railroad — the self-proclaimed Standard Railroad of the World — made the nation's largest commitment to multi-track, mainline electrification, from New York City to Washington, D.C. and westward from Philadelphia to Harrisburg, PA. For more than two decades, the PRR experimented with locomotive designs in search of a passenger electric for high-speed mainline service. That search ended in 1934 with the GG-1, a cooperative effort by the PRR, Baldwin, Westinghouse, and General Electric, based largely on neighbor New Haven's successful EP3 juice jack. Industrial designer Raymond Loewy cleaned up the original riveted body to create a design that looked contemporary for half a century.

For five decades the GG-1 fleet hustled passenger traffic of all types, including the famed Congressional and Broadway Limited. A number of GG-1s were also regeared for freight service. Run as double-headers, a pair of them could provide about the same continuous tractive effort as a Union Pacific Big Boy, with virtually no noise, no smoke, much less wear on the track, and significantly less maintenance.

Now available, M.T.H. offers the most fully featured, fun-to-operate, competitively priced GG-1 in One Gauge. Built to full 1:32 scale proportions, the RailKing GG-1 captures the sounds, the power, and the drama of the Pennsy's premier electric. Proto-Sound® 2.0 provides an authentic GG-1 horn and bell, cooling fan sounds, crew talk, and station announcements for actual Pennsylvania name trains. Pantographs slowly raise and lower each time you change direction, ensuring the rear pantograph is always up. The train heat boiler emits periodic bursts of smoke. Speed control provides the same smoothness as the prototype, at speeds from 3 scale miles per hour to full throttle. Enjoy the M.T.H. GG-1 in six authentic paint schemes, including Raymond Loewy's original pinstripes, the single broad stripe introduced in 1955, and Amtrak's 1975 passenger scheme.

ANATOMY OF A ONE-GAUGE FREIGHT CAR

At last 1:32 modelers can enjoy detailed scale rolling stock built to last and available at an affordable price. We've heard the clamoring for this type of equipment and RailKing One-Gauge is proud to deliver. As always, M.T.H. works hard to satisfy the needs of our customers and we're confident that you'll find the value in our rolling stock to be unmatched by others and worthy additions to your One-Gauge roster.

Each of the exciting cars featured on the following pages will add a level of realism previously missing in large scale model railroading. More importantly, each car's standard features are often extras on other manufacturer's cars. Only M.T.H. gives you stainless steel wheels and axles, two types of couplers, and polycarbonate bodies for indoor and outdoor use as standard equipment.

This 1:32 scale 4-bay hopper car features intricately detailed grab irons, handrails, steps and operating hopper doors. Riding atop smooth-rolling sprung trucks with all-

metal wheels and axles, our RailKing One-Gauge Hopper Cars* are affordable, long-lasting and a perfect match for any 1:32 motive power you might already own.

Like all RailKing One-Gauge freight cars, the 4-bay hopper comes outfitted with 1:32 operating knuckle couplers capable of mating with other manufacturers couplers. We've also included a set of hook & loop couplers for those who wish to mate these cars with hook & loop-fitted cars. In addition, every RailKing One-Gauge freight car, including this 4-bay hopper, is prefitted for Kadee 1:32 scale couplers. Conversion to Kadee couplers is quick and easy thanks to the pre-drilled mounting holes for the Kadee draft gear box.

* Not all RailKing One Gauge freight cars feature similar details as those found on the 4-bay hopper.



Removable Coal Load



Accurately
Scaled Metal
Steps

Smooth-Rolling
Sprung Trucks

make it easy for your engines to pull longer trains. Our highly detailed trucks feature stainless steel wheels and axles.



4-BAY HOPPER

SEE PAGE 34

UV Resistant
Paint

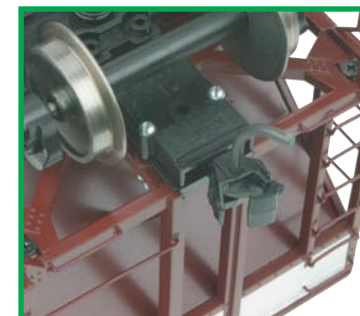
Indoor/Outdoor Use
thanks to a polycarbonate
plastic body.

Accurate, Highly
Detailed, Scale-
Dimensioned Body

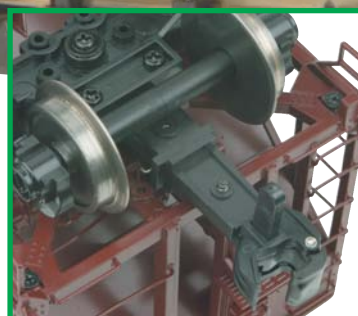
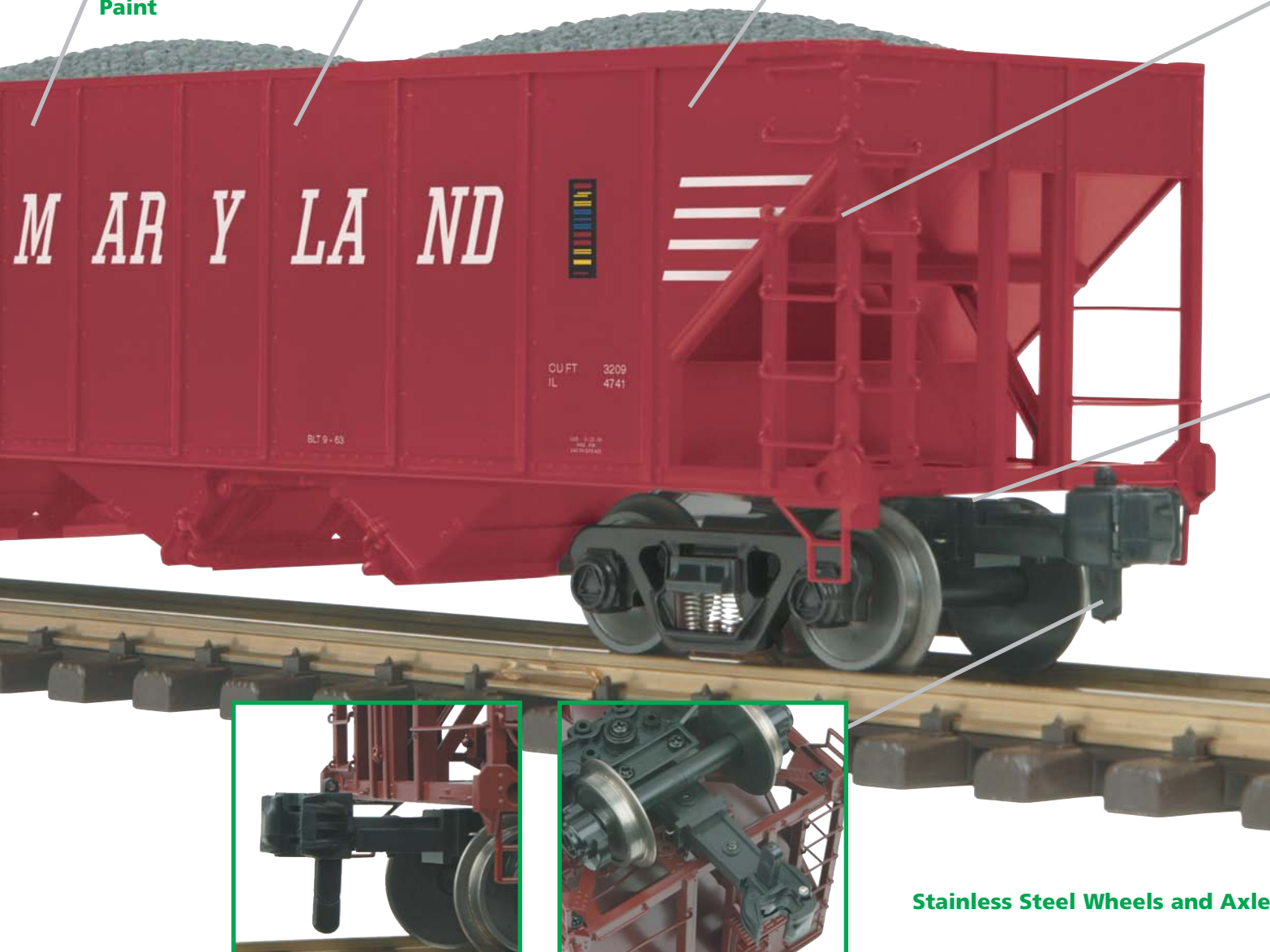
Accurately Scaled Metal
Grab Irons and Ladders



Pre-Drilled Kadee®
Coupler Mounts



Stainless Steel Wheels and Axles



OPERATING FREIGHT CARS

**FLYS UP TO
30 FEET
IN THE AIR!**



Channel 4 News - Operating Helicopter Car
70-79013 \$179.95



FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheels
- Die-Cast Metal Chassis
- Operating Helicopter or Log Bay
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied with Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- 1:32 Scale Dimensions
- Helicopter Car Measures: 22" x 7 5/8" x 7 3/4"
- Log Car Measures: 18 3/8" x 4" x 3 5/8"
- Operates On R1 Curves



Hillcrest Lumber - Operating Log Car
70-79003 \$149.95



Red Cross - Operating Helicopter Car
70-79012 \$179.95



SEE AND HEAR 'EM IN
ACTION
ON THE WEB

Operating cars require 70-14008 Operating Track Section Kit for activation (see page 46)

40' BOX CAR



Baltimore & Ohio - 40' Box Car
70-74065 \$89.95



Great Northern - 40' Box Car
70-74066 \$89.95



Harley-Davidson® - 40' Box Car
70-74067 \$99.95



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Southern Pacific - 40' Box Car
70-74070 \$89.95

FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheels
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- Sliding Car Doors
- 1:32 Scale Dimensions
- Unit Measures: 17 3/8" x 4" x 5 9/16"
- Operates On R1 Curves

40' REEFER



M&M'S® - 40' Reefer
70-78029 \$99.95



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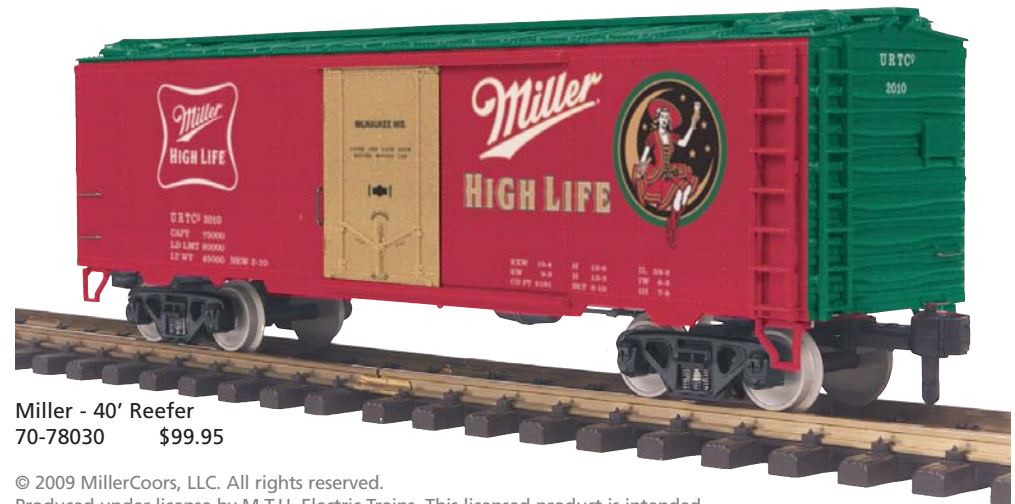


Milwaukee Road - 40' Reefer
70-78033 \$89.95



Coors - 40' Reefer
70-78026 \$99.95

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Miller - 40' Reefer
70-78030 \$99.95

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Rolling Rock - 40' Reefer
70-78031 \$99.95

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Burlington Northern - 40' Reefer
70-78032 \$89.95



Pacific Fruit Express - 40' Reefer
70-78034 \$89.95

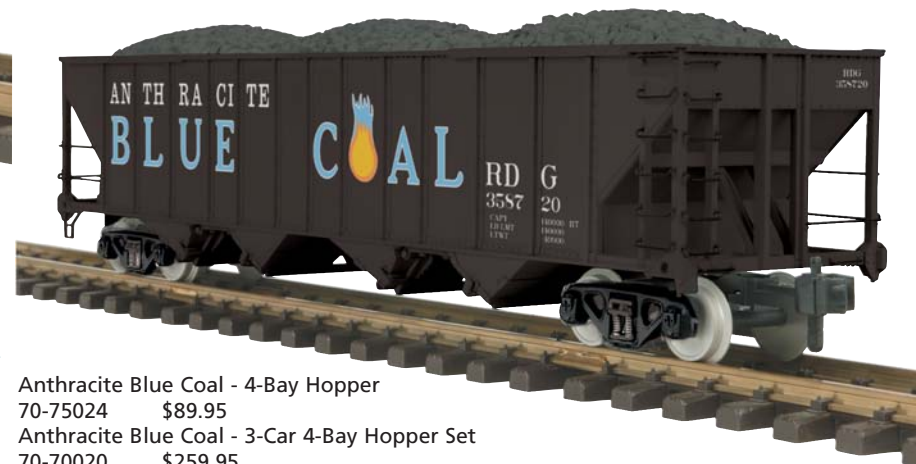
FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheel
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- Sliding Car Doors
- Opening Roof Hatches
- 1:32 Scale Dimensions
- Unit Measures: 17 3/8" x 4" x 5 9/16"
- Operates On R1 Curves

4-BAY HOPPER



Pennsylvania - 4 Bay Hopper
70-75028 \$89.95
Pennsylvania - 3-Car 4-Bay Hopper Set
70-70023 \$259.95



Anthracite Blue Coal - 4-Bay Hopper
70-75024 \$89.95
Anthracite Blue Coal - 3-Car 4-Bay Hopper Set
70-70020 \$259.95



M&M'S® - 4-Bay Hopper
70-75027 \$99.95

FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheels
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- Removable Coal Load
- Operating Hopper Doors
- 1:32 Scale Dimensions
- Unit Measures: 17 3/8" x 4" x 5 9/16"
- Operates On R1 Curves



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Erie - 4-Bay Hopper
70-75017 \$89.95
Erie - 3-Car 4-Bay Hopper Set
70-70011 \$259.95
70-70018 \$259.95



PERFECT COMPLIMENT FOR TRIPLEX STEAMER

See Page 9



Union Pacific - 4-Bay Hopper
70-75029 \$89.95
Union Pacific - 3-Car 4-Bay Hopper Set
70-70024 \$259.95



Great Northern - 4-Bay Hopper
70-75026 \$89.95
Great Northern - 3-Car 4-Bay Hopper Car Set
70-70022 \$259.95



BNSF - 4-Bay Hopper
70-75025 \$89.95
BNSF - 3-Car 4-Bay Hopper Set
70-70021 \$259.95



Lionel Corporation - 4-Bay Hopper
70-75023 \$89.95

Licensed by Lionel Trains.

FLAT CAR WITH LOAD



M&M'S® - Flat Car w/ 45' Trailer
70-76051 \$99.95



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Canadian National - Flat Car w/ 45' Trailer
70-76052 \$99.95



Denver & Rio Grande - Flat Car w/ 45' Trailer
70-76046 \$99.95



TTX - Flat Car w/ 45' Trailer
70-76053 \$99.95



Budweiser - Flat Car w/ 45' Trailer
70-76050 \$99.95

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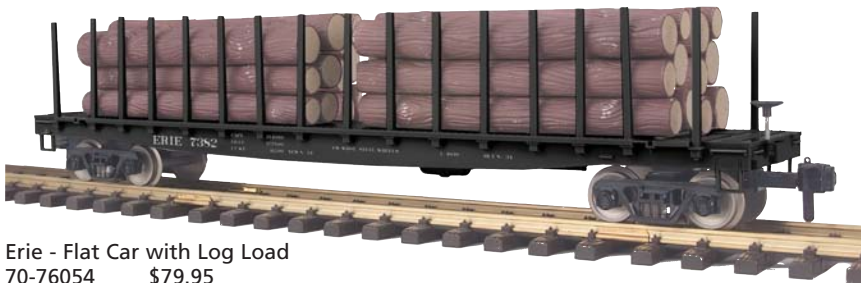
Virginian - Flat Car with Log Load
70-76057 \$79.95



TTX - Flat Car w/(2) CAT Racing Cars
70-76058 \$129.95



Pennsylvania - Flat Car with Log Load
70-76056 \$79.95



Erie - Flat Car with Log Load
70-76054 \$79.95



Caterpillar® - Flat Car w/(3) CAT 247 Multi-Terrain Loaders
70-76043 \$119.95



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FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheels
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- 1:32 Scale Dimensions
- Unit Measures: 22" x 4 1/8" x 2 1/2"
- Operates On R1 Curves



Great Northern - Flat Car with Log Load
70-76055 \$79.95

UNIBODY TANK CAR



Tropicana- Unibody Tank Car
70-73036 \$99.95



Western Maryland - Unibody Tank Car
70-73035 \$89.95



CSX - Unibody Tank Car
70-73033 \$89.95

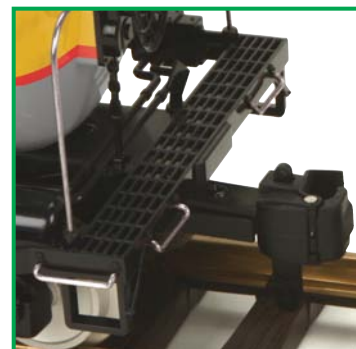


BNSF - Unibody Tank Car
70-73032 \$89.95



Budweiser - Unibody Tank Car
70-73028 \$99.95

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Union Pacific - Unibody Tank Car
70-73034 \$89.95



M&M'S® - Unibody Tank Car
70-73031 \$99.95



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FEATURES

- Intricately Detailed Polycarbonate Body
- Stainless Steel Wheels and Axles
- Decorative Brake Wheels
- Separate Metal Handrails
- Detailed, Sprung 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- 1:32 Scale Dimensions
- Unit Measures: 18" x 4" x 6"
- Operates On R1 Curves

OFFSET STEEL CABOOSE



M&M'S® - Offset Steel Caboose
70-77029 \$129.95



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INTERIOR LIGHTING
& DETAIL



New York Central - Offset Steel Caboose
70-77032 \$129.95



Great Northern - Offset Steel Caboose
70-77031 \$129.95



Union Pacific - Offset Steel Caboose
70-77033 \$129.95



Santa Fe - Offset Steel Caboose
70-77034 \$129.95



Chicago North Western - Offset Steel Caboose
70-77020 \$129.95



Pere Marquette - Offset Steel Caboose
70-77014 \$129.95



Erie - Offset Steel Caboose
70-77023 \$129.95



Harley-Davidson® - Offset Steel Caboose
70-77022 \$129.95

FEATURES

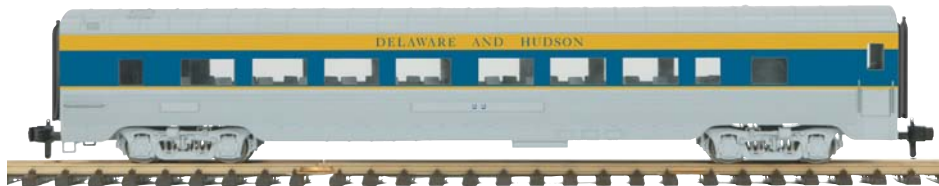
- Intricately Detailed Polycarbonate Body
- Metal Wheels and Axles
- Decorative Brake Wheels
- Detailed Caboose Interior
- Operating Caboose Interior Lights
- Opening Caboose Doors
- (2) Detailed Caboose Figures
- Operating Marker Light
- Separate Metal Handrails
- Detailed 4-Wheel Trucks
- Supplied With Both Operating Knuckle and Hook & Loop Couplers
- Colorful, Attractive Indoor/Outdoor Paint
- 1:32 Scale Dimensions
- Unit Measures: 15" x 3 13/16" x 6"
- Operates On R1 Curves



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STREAMLINED PASSENGER CARS

INTERIOR LIGHTING
& DETAIL



Delaware & Hudson - Streamlined Passenger Coach (Ribbed)
70-67013 \$149.95



Delaware & Hudson - Streamlined Passenger Observation Car (Ribbed)
70-68013 \$149.95



Delaware & Hudson - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65013 \$399.95



Rio Grande - Streamlined Passenger Coach (Ribbed)
70-67015 \$149.95



Rio Grande - Streamlined Passenger Observation Car (Ribbed)
70-68015 \$149.95



Rio Grande - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65015 \$399.95



Southern Pacific - 3-Car Streamlined Passenger Car Set (Smooth)
70-65020 \$399.95



Southern Pacific - Streamlined Passenger Coach (Smooth)
70-67020 \$149.95



Southern Pacific - Streamlined Passenger Observation Car (Smooth)
70-68020 \$149.95



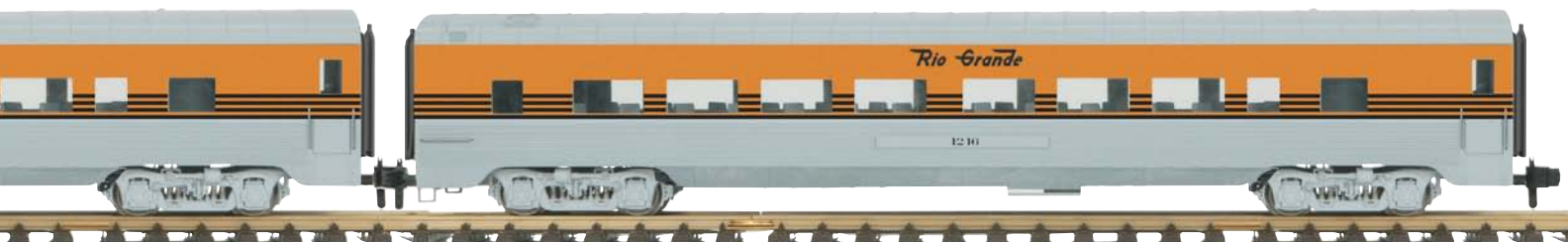
Union Pacific - 3-Car Streamlined Passenger Car Set (Smooth)
70-65021 \$399.95



Union Pacific - Streamlined Passenger
Coach (Smooth)
70-67021 \$149.95



Union Pacific - Streamlined Passenger
Observation Car (Smooth)
70-68021 \$149.95





Pennsylvania - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65023 \$399.95



Pennsylvania - Streamlined Passenger Coach Car (Ribbed)
70-67023 \$149.95



Pennsylvania - Streamlined Passenger Observation Car (Ribbed)
70-68023 \$149.95



New York Central - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65025 \$399.95

FEATURES

- Durable Intricately Detailed Polycarbonate Bodies
- Detailed, Sprung 4-Wheel Trucks
- Supplied with both Knuckle and Hook & Loop Couplers
- Colorful, Attractive Weatherproof Paint
- End-of-Car Diaphragms
- Separate Metal Handrails
- Metal Wheels and Axles
- Opening Car Doors
- Detailed Car Interiors
- Overhead Interior Lighting
- 1:32 Scale Height and Width
- Detailed Undercarriage
- 3-Car Set Measures: 85 1/2" x 3 3/4" x 5"
- Individual Cars Measure: 28 1/2" x 3 3/4" x 5"
- Operates On R1 Curves



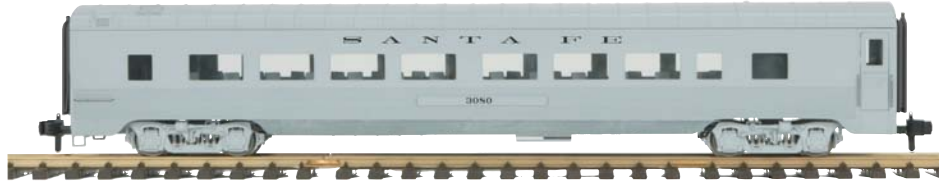
New York Central - Streamlined Passenger Observation Car (Ribbed)
70-68025 \$149.95



New York Central - Streamlined Passenger Coach (Ribbed)
70-67025 \$149.95



Santa Fe - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65026 \$399.95



Santa Fe - Streamlined Passenger Coach (Ribbed)
70-67026 \$149.95



Santa Fe - Streamlined Passenger Observation Car (Ribbed)
70-68026 \$149.95



New Haven - 3-Car Streamlined Passenger Car Set (Ribbed)
70-65014 \$399.95



New Haven - Streamlined Passenger Coach (Ribbed)
70-67014 \$149.95



New Haven - Streamlined Passenger Observation Car (Ribbed)
70-68014 \$149.95



Pennsylvania - 3-Car Streamlined Passenger Car Set (Smooth)
70-65019 \$399.95



Pennsylvania - Streamlined Passenger Observation Car (Smooth)
70-68019 \$149.95



Pennsylvania - Streamlined Passenger Coach (Smooth)
70-67019 \$149.95

ONE-GAUGE ACCESSORIES



Z-4000 Transformer
40-4000 \$429.95



Workman Group #2 - 3-Piece Figure Set
70-10004 \$19.95



Outdoor Group #2 - 3-Piece Figure Set
70-10002 \$19.95



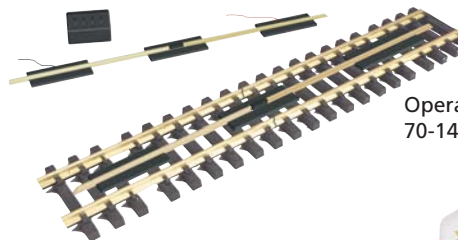
Track Cleaning Block
40-1099 \$17.99

RailKing One Gauge locomotives can operate on AC or DC power so if you want to max out your power potential, the 400-watt Z-4000 is the most powerful transformer to receive the UL-Listing in the model railroad-ing hobby. The Z-4000 has two separate throttles to let you power two different tracks using AC power*, and it has two fixed power outputs you can use for operating accessories. A single Z-4000 will power a lot of layout!

* Do NOT use the Z-4000 to power non-RailKing One Gauge locomotives as the AC power can harm other manufacturer's DC only locomotives.

FEATURES

- U.L. Listed to U.S. & Canadian Standards
- Pure Sine Wave Power Signal
- (2) 21 Volt Variable Track Outputs
- (1) 14 Volt Fixed Output
- (1) 10 Volt Fixed Output
- Internal Cooling Fan
- On/Off Power Switch
- Power and Overload Indicator Lights
- Compatible As A Power Source For All O Gauge AC-Powered Locomotives & Accessories
- Circuit Breaker Protection For Each Output
- Voltage LED Displays
- Amperage LED Displays
- Unit Measures: 8 3/4" x 14 3/4" x 11 1/8"



Operating Track Section Kit
70-14008 \$49.95



Maintenance Kit
30-50010 \$14.95



2 oz. ProtoSmoke™ Fluid		
Christmas	60-1051a	\$4.99
Coal	60-1051b	\$4.99
Diesel	60-1051c	\$4.99
Wood Burning (Hickory)	60-1051d	\$4.99
Coffee	60-1051e	\$4.99
Eggs & Bacon	60-1051f	\$4.99
Vanilla	60-1051g	\$4.99
Candy Cane	60-1051h	\$4.99
Barbeque	60-1051i	\$4.99
Pipe Smoke	60-1051j	\$4.99
Cinnamon Roll	60-1051k	\$4.99
Apple Pie	60-1051l	\$4.99

Unscented - 7 oz. ProtoSmoke™ Fluid
60-1045 \$9.95

Christmas Scent - 7 oz. ProtoSmoke™ Fluid
60-1046 \$12.95

Coal Scent - 7 oz. ProtoSmoke™ Fluid
60-1047 \$12.95

Diesel Scent - 7 oz. ProtoSmoke™ Fluid
60-1048 \$12.95

Woodburning Scent - 7 oz. ProtoSmoke™ Fluid
60-1049 \$12.95

2 oz. ProtoSmoke™ Fluid Assortment - 3 each of 12
Different Scents (36 Total)
60-1051 \$179.95

ONE-GAUGE MEGA STATIONS

Arizona

Arizona Train Depot
Mesa, AZ
480-833-9486
www.arizonatraindepot.com

Delaware

Just Trains
Newark, DE
302-453-9742
www.justtrains.com

Florida

Ready to Roll
Miami, FL
305-688-8868
www.readytorolltrains.com

Roundhouse South
Port Orange, FL
386-304-7002
www.roundhousesouth.com

Maryland

Sidetrack Hobbies
Leonardtown, MD
301-475-5800
www.sidetrackhobbies.com

New York

Nassau Hobby Center Inc.
Freeport, NY
516-378-9594
www.nassauhobby.com

Ridge Road Station
Holley, NY
585-638-6000
www.rrstation.com

Train Land
Lynbrook, NY
516-599-7080
www.trainworld.com

Train World
Brooklyn, NY
718-436-7072
www.trainworld.com

Nevada

Reno Rails
Reno, NV
775-337-6669
www.renorails.com

Ohio

Dixie Union Station
Mason, OH
513-459-0460
www.dixieunionstation.com

Jim's 'Lectric Train Works
Toledo, OH
419-460-4391
www.jimselectrictrainworks.com

Pennsylvania

Brady's Toy & Train Outlet
Greensburg, PA
724-838-8448
www.bradystrainoutlet.com

Nicholas Smith Trains
Bromall, PA
610-353-8585
www.nstrains.com

Texas

Mike's Hobby Shop
Porter, TX
218-577-8250
www.mikes-hobbyshop.com

Virginia

Train Depot
Manassas, VA
703-335-2216
www.traindepotonline.com

International

Modellbahn Fur Den Garten
Mallnow, Germany
49 36 022906
www.easygleis.de



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M.T.H.'s DCS Digital Command System has received U.S. Patent No. 6,457,681. M.T.H.'s Proto-Sound® 2.0 system has received U.S. Patent No's 6,457,681 B1 (sound system), 6,457,681 B1 (Proto-Speed Control™), 6,604,641 (Proto-

Coupler™), 6,280,278 (Proto-Smoke™). M.T.H.'s RealTrax® has received U.S. Patent No. 6,019,289. M.T.H.'s Z-4000® Transformer has received U.S. Patent No's. 6,281,606 & 6,624,537.

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RailKing Membership is \$50.00

TINPLATE O GAUGE MEMBERSHIP



10-8081 MTHRRRC 2800 Series O Gauge Hopper
Tinplate 2800 Series Membership is \$80.00

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Lionel Corp. 2800 Series Membership is \$80.00

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Basic Membership is \$25.00



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Premier Membership is \$50.00

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Tinplate 500 Series Membership is \$120.00

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Lionel Corp. 500 Series Membership is \$120.00

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The Service area of our site allows you to email a question to our factory technicians or find which of our 150+ local service centers is closest to you.

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Use Product Search to find exploded diagrams and parts lists for M.T.H. locomotives and accessories, and then order the parts online or by phone.

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Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 information — and a list of Authorized DCS Demo Centers where you can try DCS hands-on.

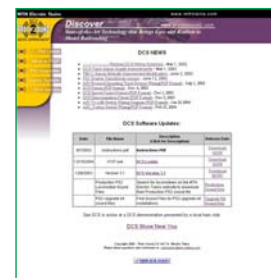
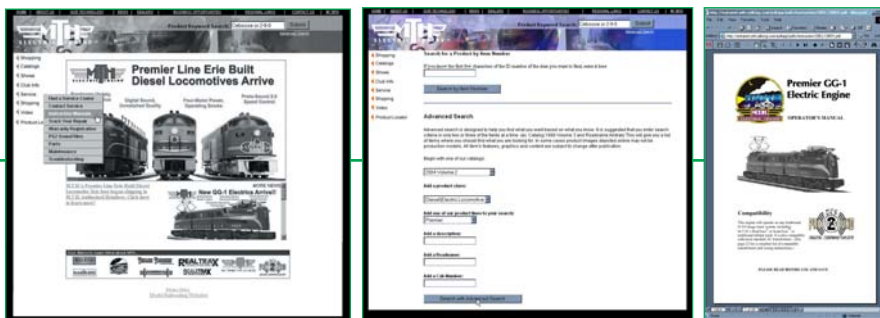
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Only M.T.H. allows you to update your control system or change an engine's sound set right over the Internet. Follow the link to the protosound2.com Web site for DCS and Proto-Sound 2.0 downloads.



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